BookletChart™

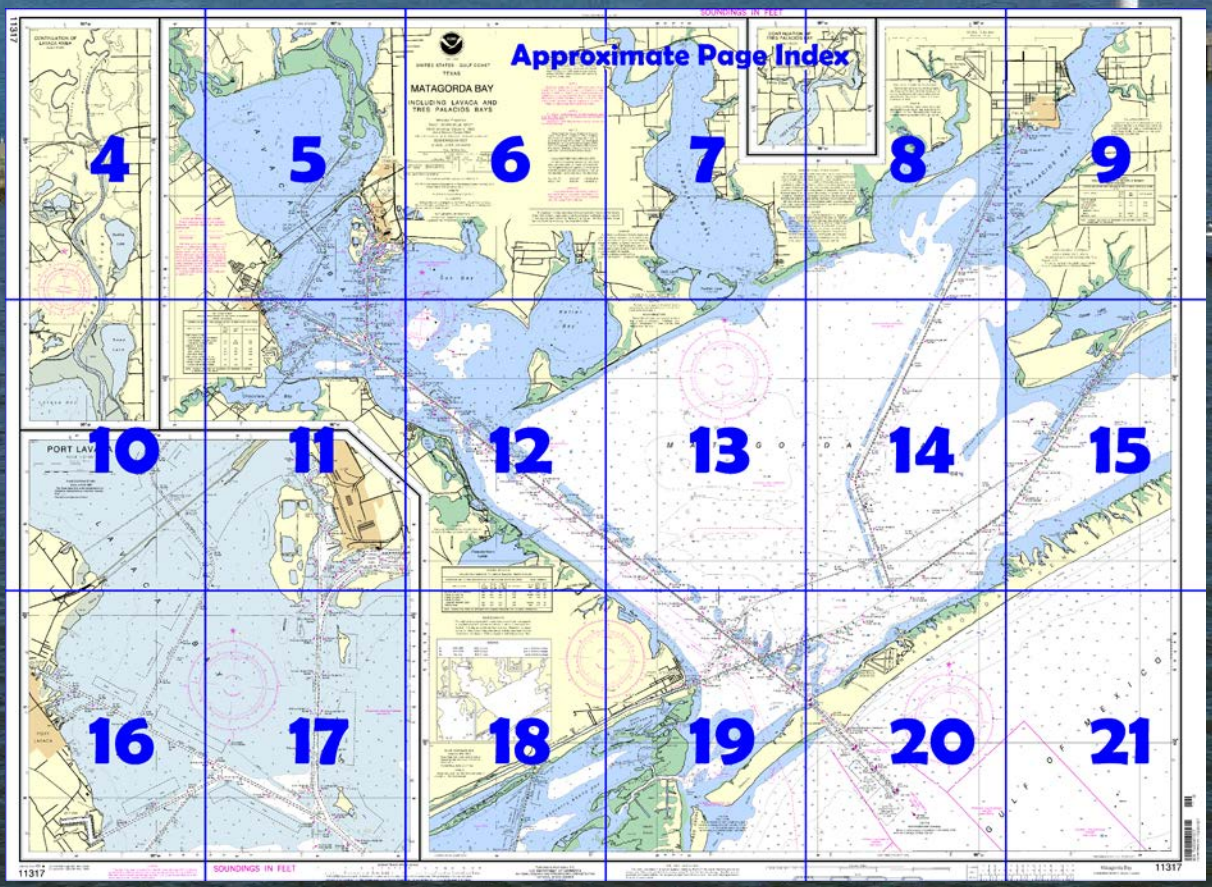
Matagorda Bay

NOAA Chart 11317

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

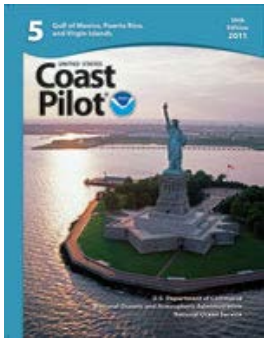
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11317



[Selected Excerpts from Coast Pilot]
Matagorda Bay is a large body of water separated from the Gulf by **Matagorda Peninsula.** Depths in the bay range from 5 to 13 feet, averaging 10 to 12 feet over the greater part. Considerable oil development and fishing are carried on in the bay and its main tributaries Tres Palacios and Lavaca Bays.
Ship Channel is a 22-mile-long deepwater channel from the Gulf to and through a land cut in Matagorda Peninsula thence through Matagorda and Lavaca Bays to a public terminal at Point Comfort. The entrance to the land cut is protected by jetties. The channel is well marked. The Federal project provides for a depth of 38 feet through the Sea Bar Channel and Jetty Channel, thence 36 feet through the land cut and Matagorda and Lavaca Bays to a turning basin of the same depth at Point Comfort. Caution should be used when transiting near the channel limits due to abandoned structures immediately outside the channel limits that may or may not be visible above the waterline.
Matagorda Ship Channel Entrance Light (28°25'18"N., 96°19'06"W.), 57 feet above the water, is shown from a skeleton tower on a concrete block with a red and white diamond-shaped daymark on the E jetty at the entrance to Matagorda Bay.
The usual storm anchorages for small boats in Matagorda Bay area are: the Harbor of Refuge S of Port Lavaca, in depths of about 12 feet; **Chocolate Bay,** with depths of 3 feet; Lavaca Bay, on the E side to the N of the causeway, with depths of 4 to 5 feet; **Lavaca River** with depths of about 5 feet across the bar; Carancahua Bay with depths of 3 feet across the bar; and Tres Palacios Bay, off Palacios, with depths of 4 to 5 feet. Small craft should not anchor in Matagorda Bay in the vicinity of the land cut through Matagorda Peninsula as strong currents and turbulent water are reported in this area.
Vessels should approach Matagorda Bay through the prescribed Safety Fairways. (See **166.100 through 166.200**, chapter 2.)
Anchorages.–Vessels should anchor off the bar in the Matagorda Fairway Anchorages on either side of the safety fairways. (See **166.100 through 166.200**, chapter 2.) With N winds or smooth sea, fair anchorage is available in 4 to 12 fathoms.
Currents.–The tidal current in Pass Cavallo is believed to attain a velocity of 2 knots with currents of 5 knots reported. It is reported to be very strong in the land cut through Matagorda Peninsula, especially on the runoff of the ebb after strong S winds. The current in Matagorda Ship Channel attains a reported velocity of about 3 knots and up to 7 knots under severe conditions. Daily predictions of the tidal current may be found in the Tidal Current Tables, Atlantic Coast.
Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)
Port Lavaca-Point Comfort is a **customs port of entry.**
Carancahua Bay, 6 miles W of Tres Palacios Bay, is a shallow, unimportant body of water frequented only by small pleasure boats and oil-drilling equipment. In 1982, it was reported that there were depths of 3 to 6 feet inside the bay. It was further reported that numerous wellheads, oyster shell reefs, platforms, and other obstructions, some marked by private lights, occupied the bay making navigation hazardous. Numerous beach houses are on both sides of the bay. (87) **Keller Bay,** an arm on the E shore of Lavaca Bay, is the site of oil exploration and development. Shell is barged through a privately maintained channel to **Olivia,** a small farming community on the E side of the bay. Barges drawing 6 feet are brought in to Olivia.
Lavaca Bay, an arm of Matagorda Bay at its NW corner, has a general depth of 5 to 7 feet with several reefs near the head of the bay.
Point Comfort, on the E side of Lavaca Bay, is the site of the ship and barge wharves of a large aluminum company, the Calhoun County Navigation District's general cargo facilities, and an electric powerplant.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Table of Selected Chart Notes

CAUTION
Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes exist within the obstruction areas outlined by dashed magenta lines. Additionally, uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist outside the outlined obstruction areas, and within the limits of this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Port O'Connor	(28°27'N/096°24'W)	0.8	0.8	0.0
Port Lavaca	(28°37'N/096°37'W)	0.7	- - -	- - -

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

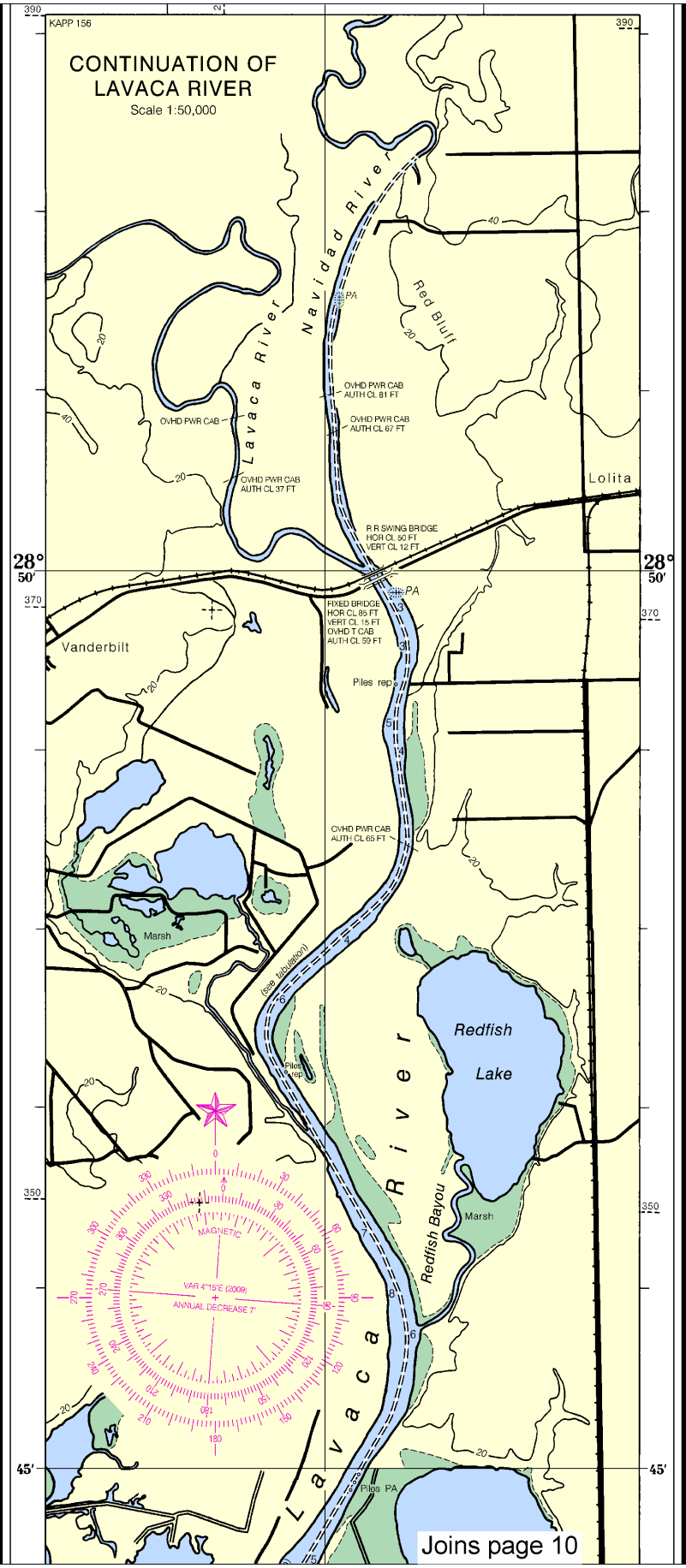
(Feb 2009)

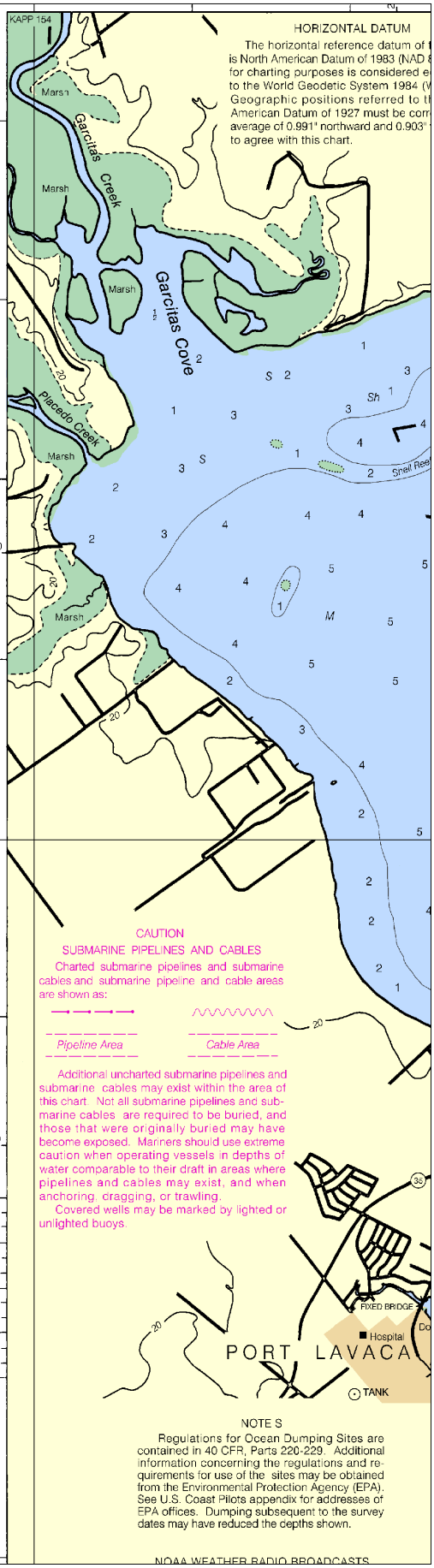
PORT LAVACA HARBOR

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
PORT LAVACA CHANNEL:							
JUNCTION WITH THE MATAGORDA SHIP CHANNEL TO PORT LAVACA	5.5	4.5	3.5	4-12	125	4.1	12
LYNN BAYOU TURNING BASIN	7.9	7.9	7.7	6-09	30-300	0.1	12
HARBOR OF REFUGE:							
APPROACH CHANNEL	8.2	9.5	7.6	3-12	125	2.1	12
NORTH - SOUTH BASIN	10.8	12.8	12.1	3-12	300	0.3	12
EAST - WEST BASIN	13.0	13.7	13.6	3-12	250	0.3	12
MILE 0 TO MILE 6.5	1.5	1.5	1.4	5-07	100	6.5	6
MILE 6.5 TO F.M. RD. 616	4.0	4.0	4.0	6-99	100	13.7	6

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION





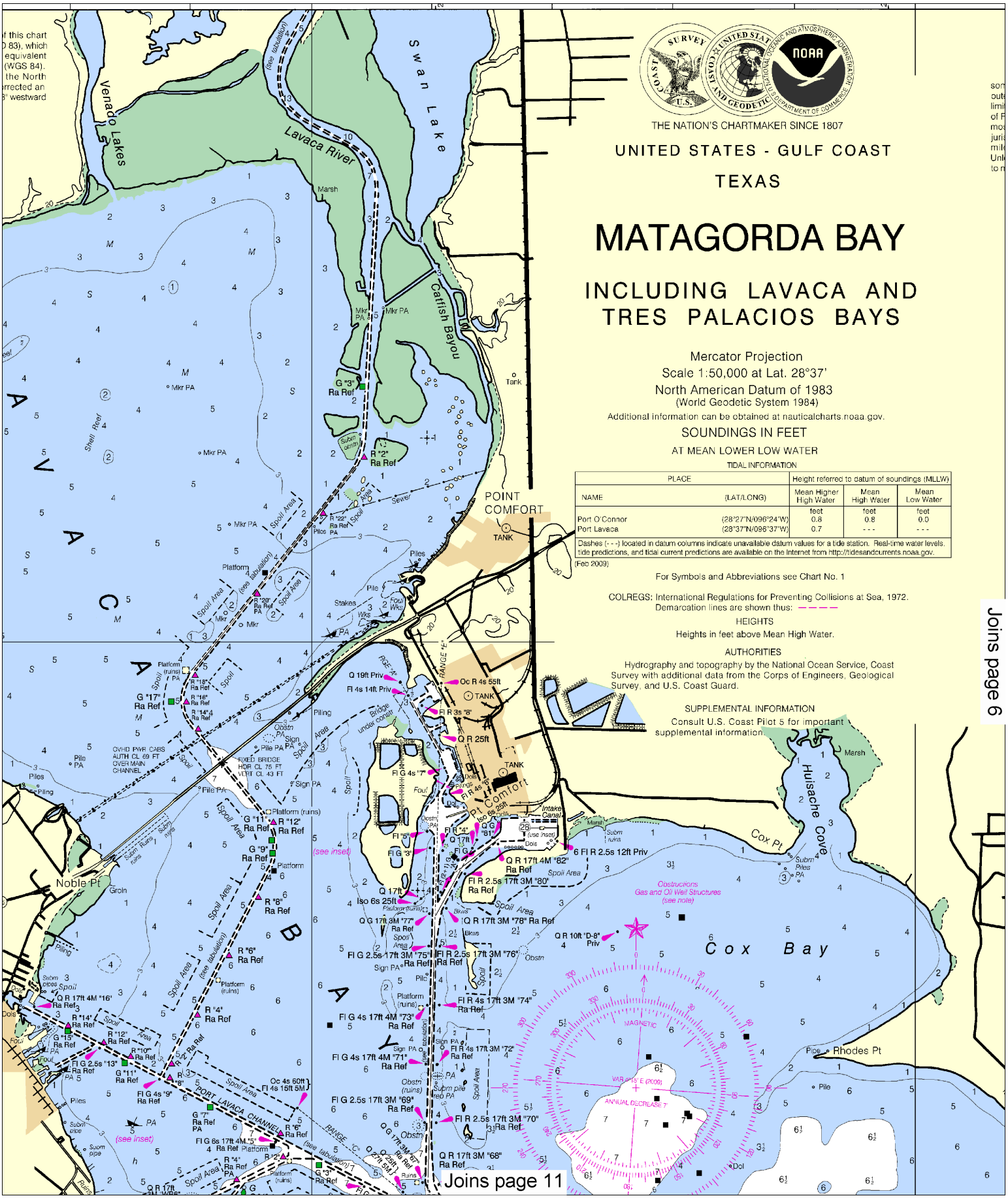
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:50,000~~

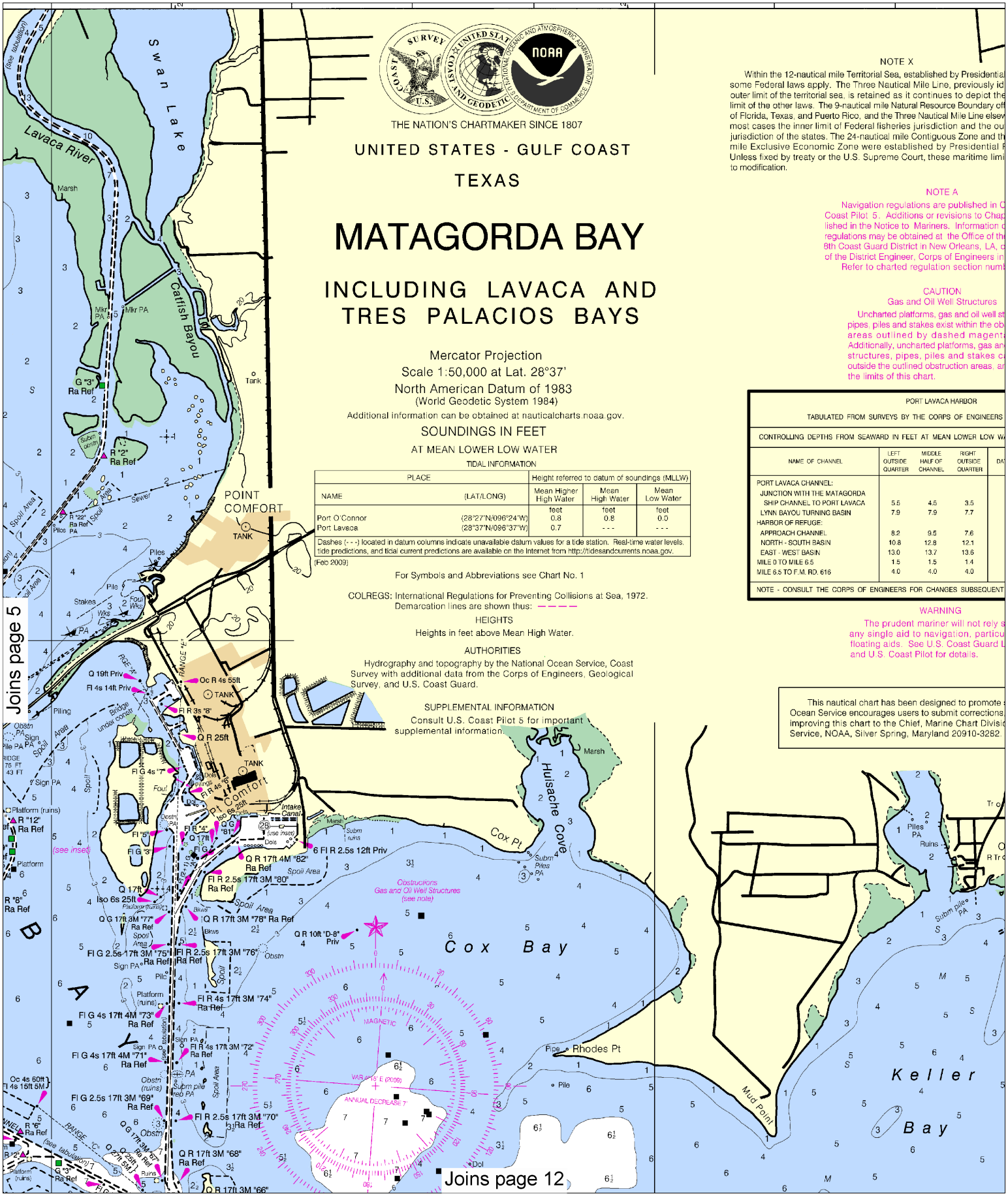
Nautical Miles 1 0 1 2 3 4

Yards 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:66667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:50,000~~

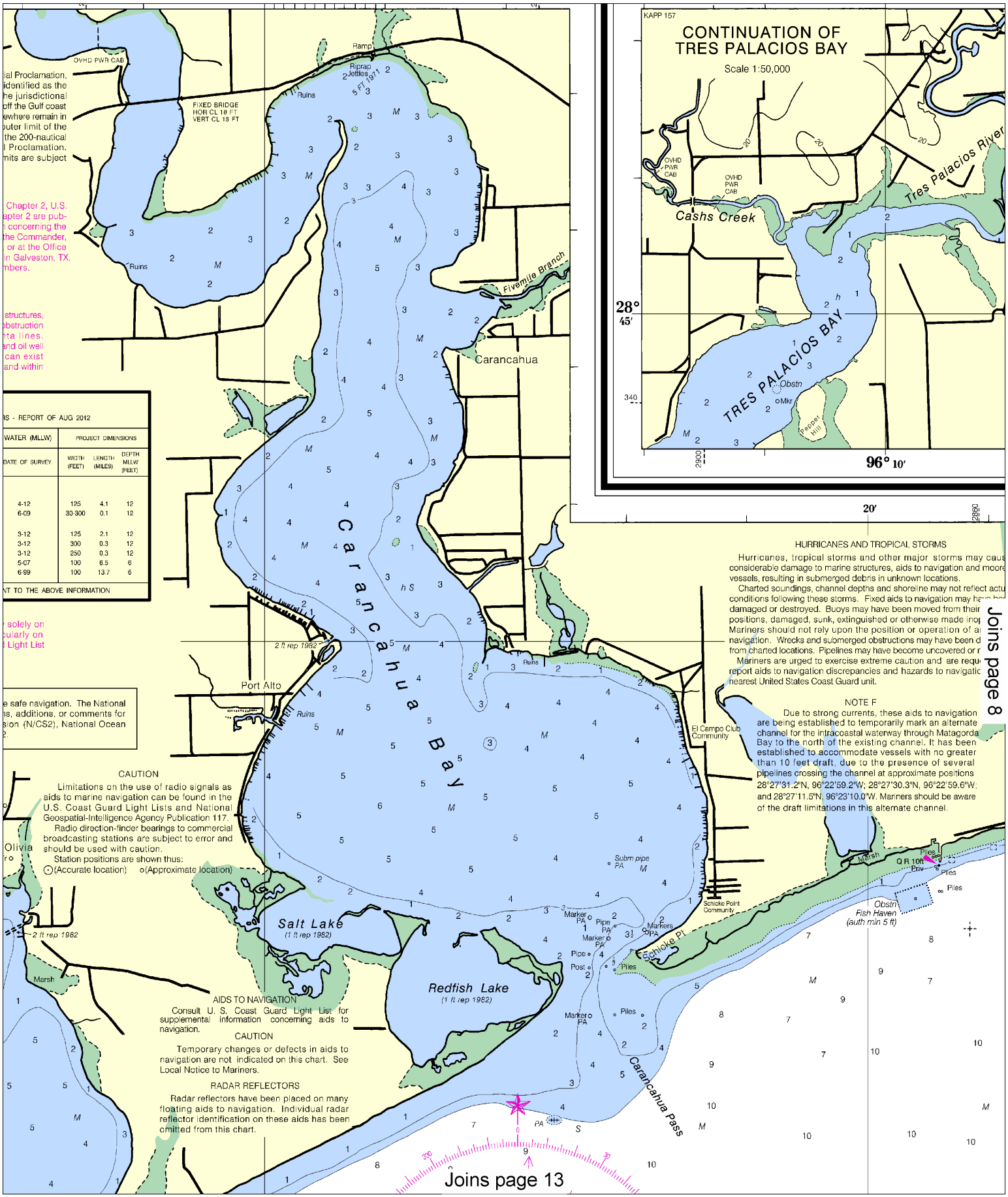
Nautical Miles

1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.



CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

AIDS TO NAVIGATION

Consult U. S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HURRICANES AND TROPICAL STORMS

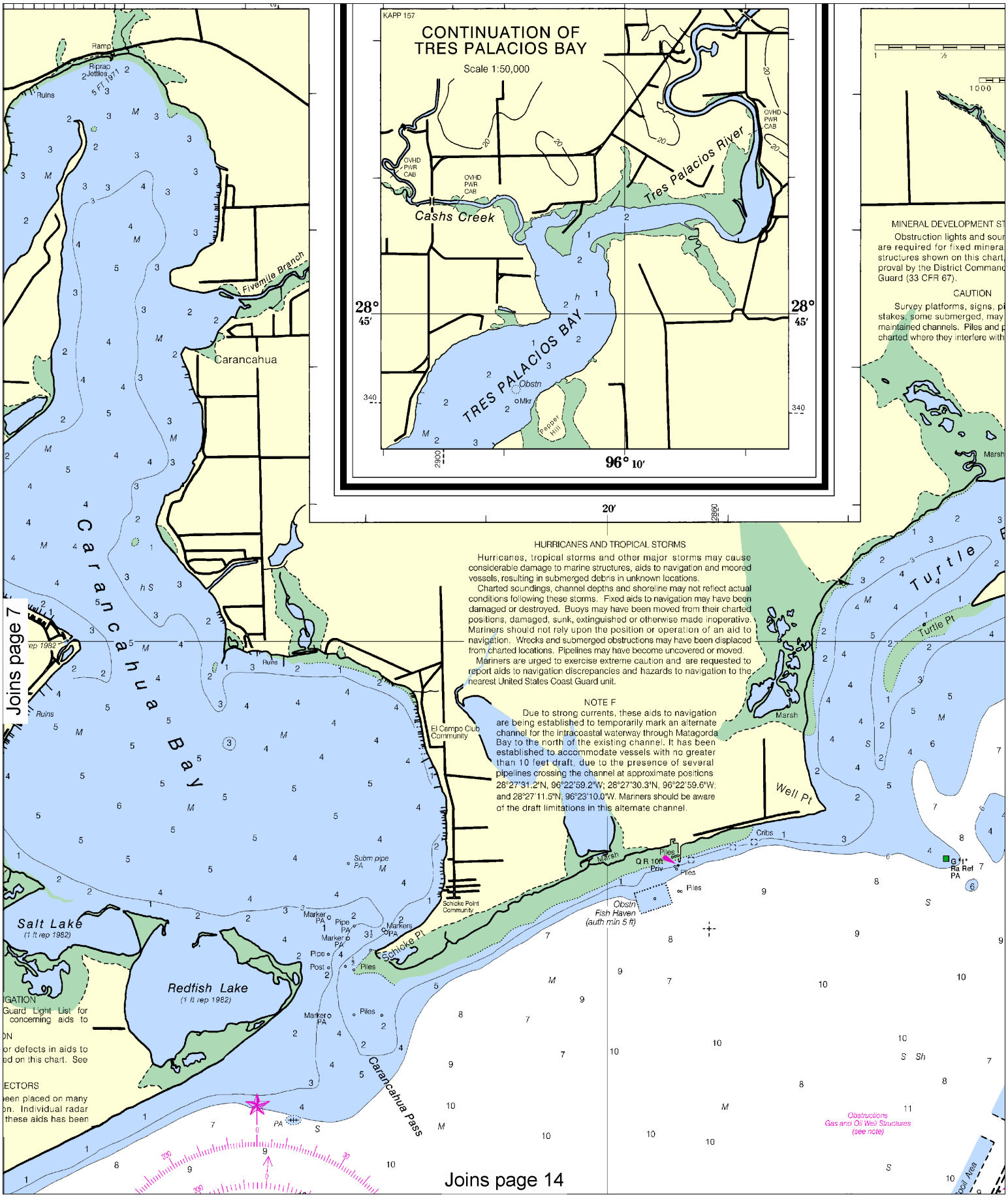
Hurricanes, tropical storms and other major storms may caus considerable damage to marine structures, aids to navigation and moore vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actu conditions following these storms. Fixed aids to navigation may have be damaged or destroyed. Buoys may have been moved from their positions, damaged, sunk, extinguished or otherwise made inop Mariners should not rely upon the position or operation of a navigation. Wrecks and submerged obstructions may have been d from charted locations. Pipelines may have become uncovered or r

Mariners are urged to exercise extreme caution and are requ report aids to navigation discrepancies and hazards to navigatio nearest United States Coast Guard unit.

NOTE F

Due to strong currents, these aids to navigation are being established to temporarily mark an alternate channel for the intracoastal waterway through Matagorda Bay to the north of the existing channel. It has been established to accommodate vessels with no greater than 10 feet draft, due to the presence of several pipelines crossing the channel at approximate positions 28°27'31.2"N, 96°22'59.2"W; 28°27'30.3"N, 96°22'59.6"W; and 28°27'11.5"N, 96°23'10.0"W. Mariners should be aware of the draft limitations in this alternate channel.



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:50,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CHANNEL TO PALACIOS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
MILE (GIWW) TO LIGHT 40	9.8	9.8	9.5	4-12	125	10.0	12
LIGHT 40 TO CITY BASIN	10.0	10.4	4.0	4-12	125	6.2	12
CITY (EAST) BASIN	11.0	12.0	12.0	4-12	150	0.1	12
ENTRANCE TO MUNICIPAL (WEST) BASIN	9.8	11.0	11.8	4-12	400-130	0.1	12
MUNICIPAL (WEST) BASIN	11.7	11.8	11.6	4-12	240	0.2	12

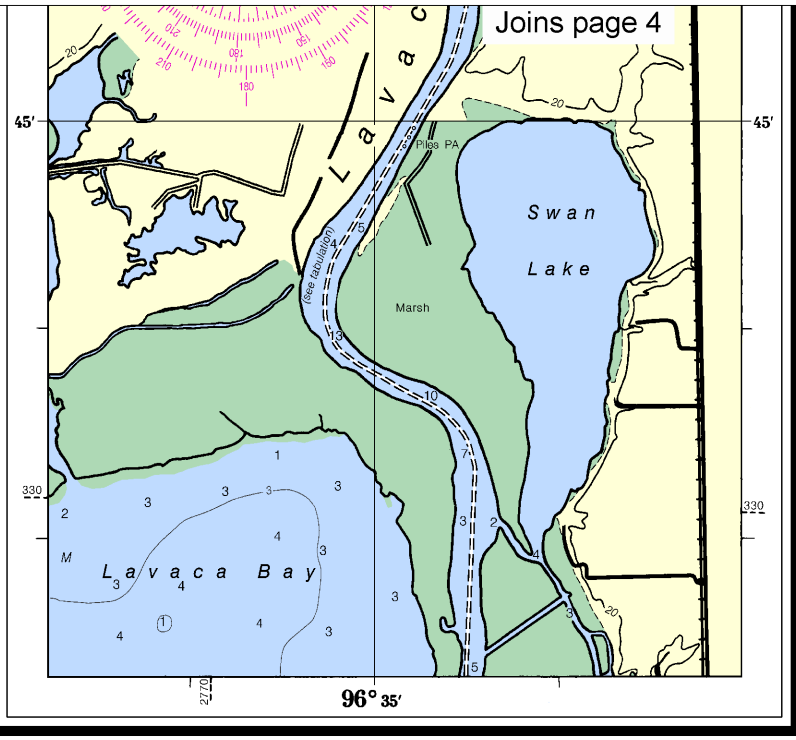
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

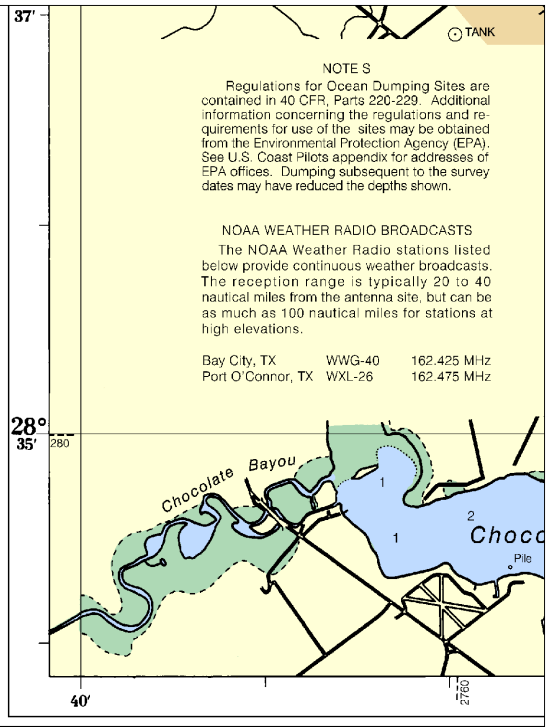
INTRACOASTAL WATERWAY

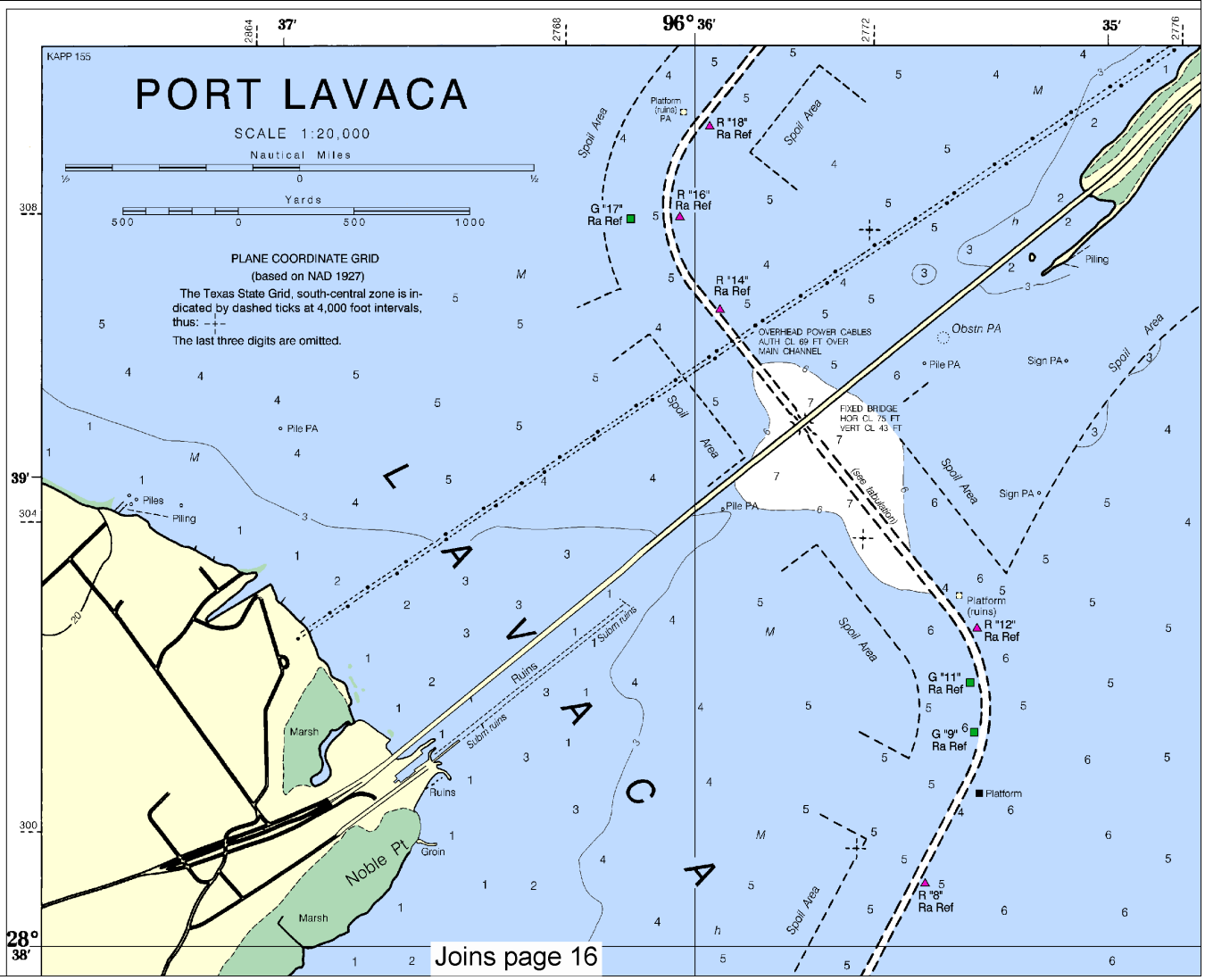
(USE CHARTS 11315, 11319)

The project depth is 12 feet from Carrabelle, FL, to Brownsville, TX.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.







Note: Chart grid lines are aligned with true north.

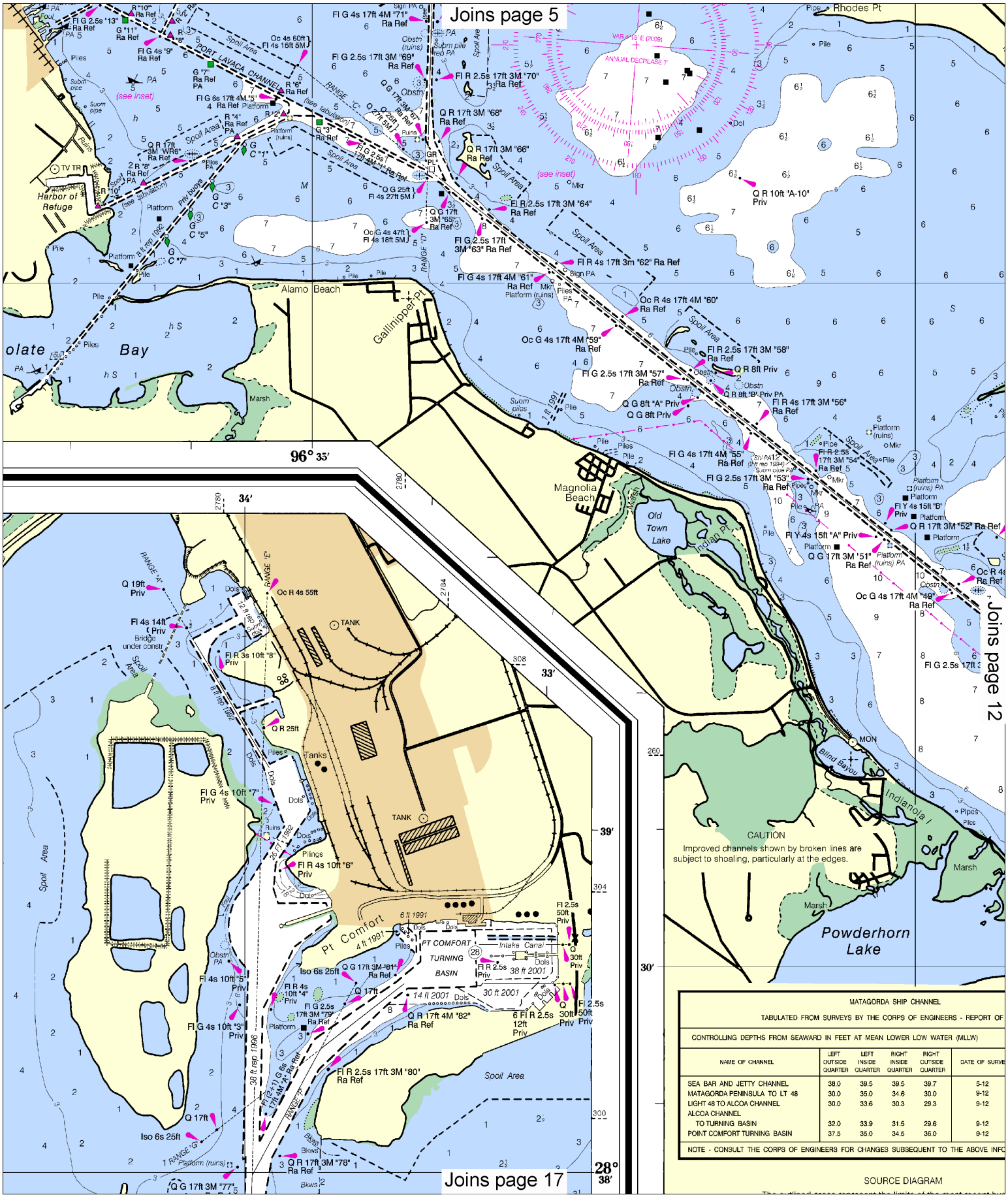
Printed at reduced scale.

~~SCALE 1:50,000~~

Nautical Miles 1 0 1 2 3 4

Yards 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.



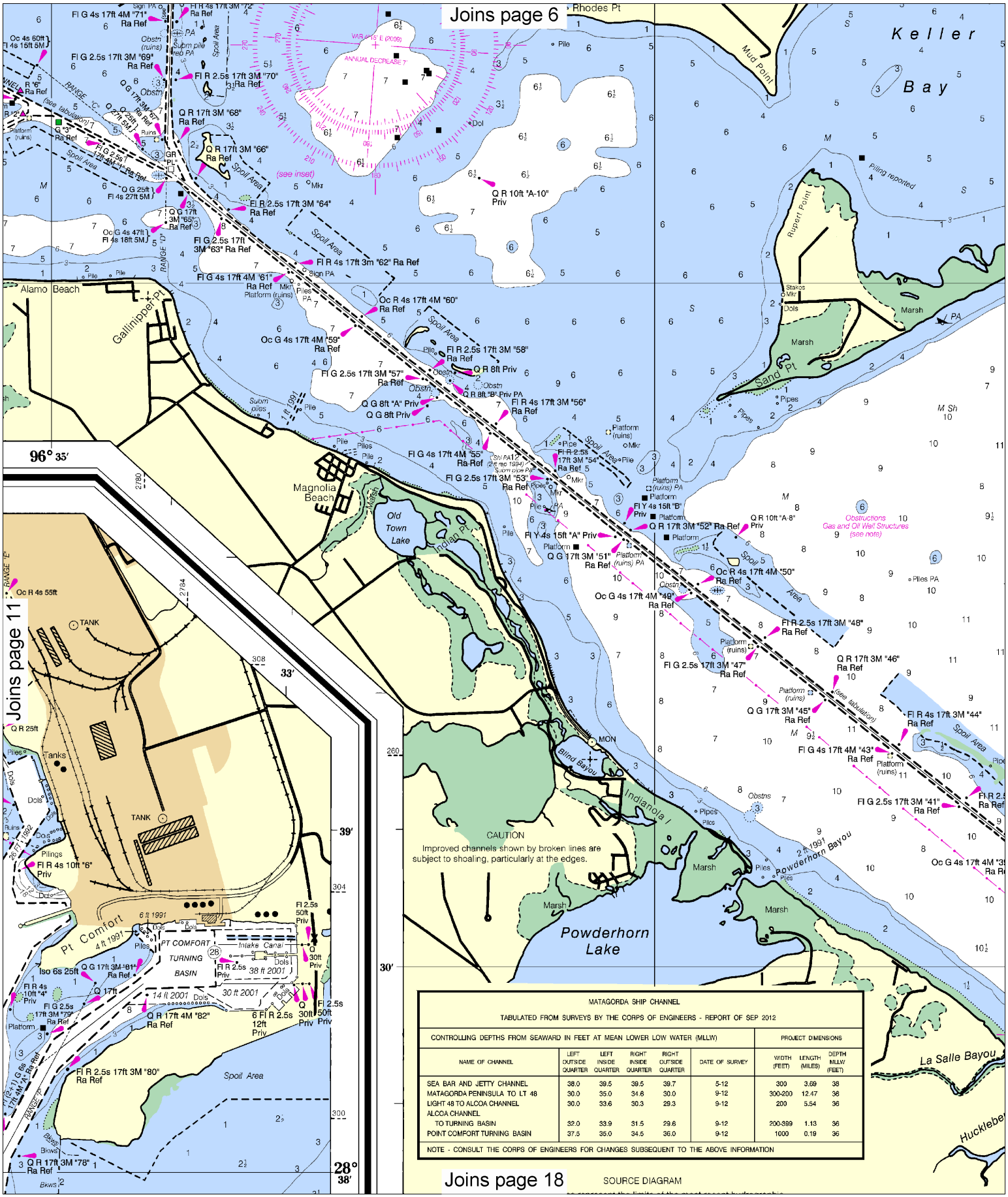
MATAGORDA SHIP CHANNEL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVE
SEA BAR AND JETTY CHANNEL	38.0	39.5	39.5	39.7	5-12
MATAGORDA PENINSULA TO LT 48	30.0	35.0	34.6	30.0	9-12
LIGHT 48 TO ALCOA CHANNEL	30.0	33.6	30.3	29.3	9-12
ALCOA CHANNEL					
TO TURNING BASIN	32.0	33.9	31.5	29.6	9-12
POINT COMFORT TURNING BASIN	37.5	35.0	34.5	36.0	9-12

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFO



MATAGORDA SHIP CHANNEL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
SEA BAR AND JETTY CHANNEL	38.0	39.5	39.5	39.7	5-12	300	3.69	38
MATAGORDA PENINSULA TO LT 48	30.0	35.0	34.6	30.0	9-12	300-200	12.47	36
LIGHT 48 TO ALCOA CHANNEL	30.0	33.6	30.3	29.3	9-12	200	5.54	36
ALCOA CHANNEL TO TURNING BASIN	32.0	33.9	31.5	29.6	9-12	200-399	1.13	36
POINT COMFORT TURNING BASIN	37.5	35.0	34.5	36.0	9-12	1000	0.19	36

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

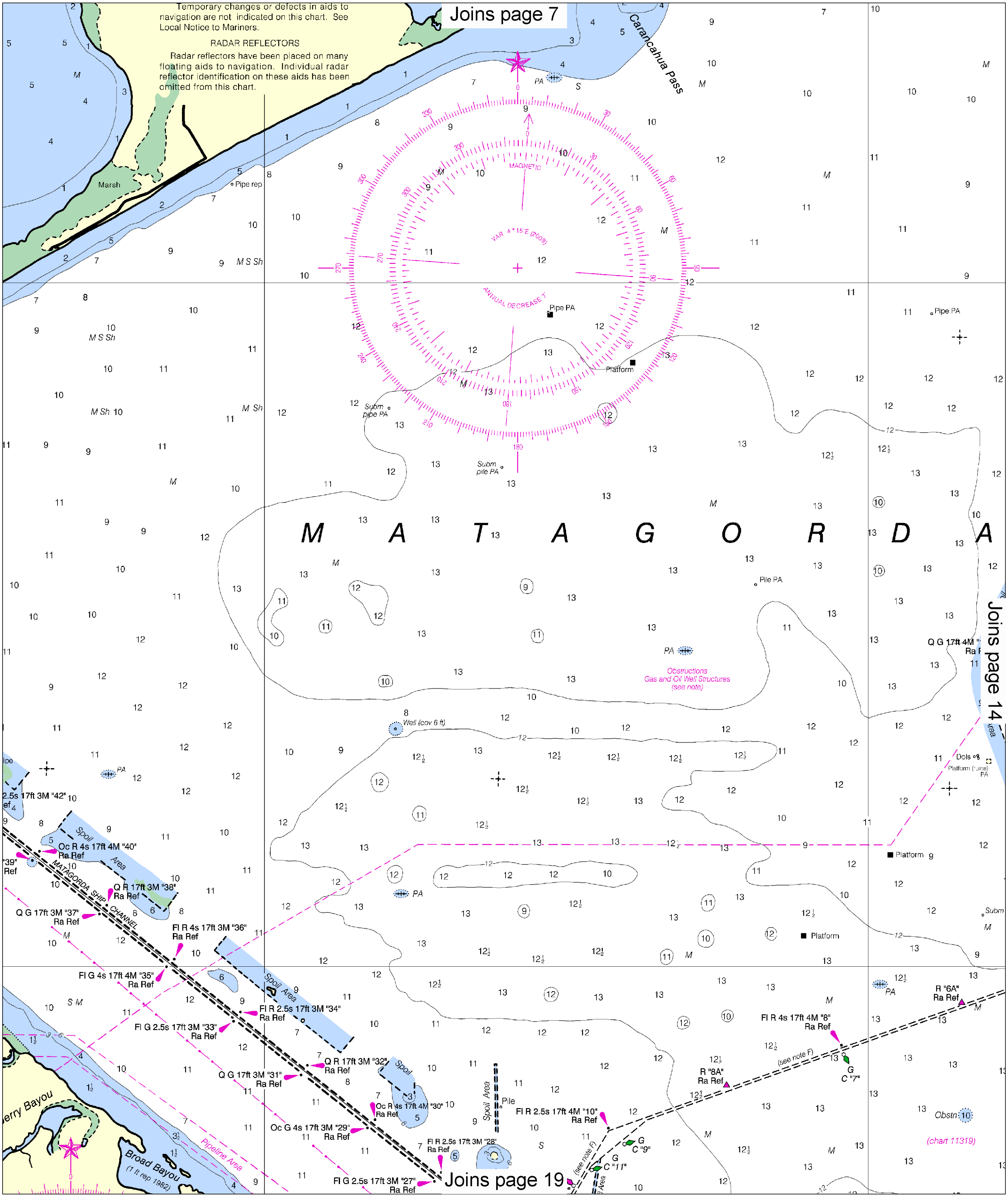
Note: Chart grid lines are aligned with true north.

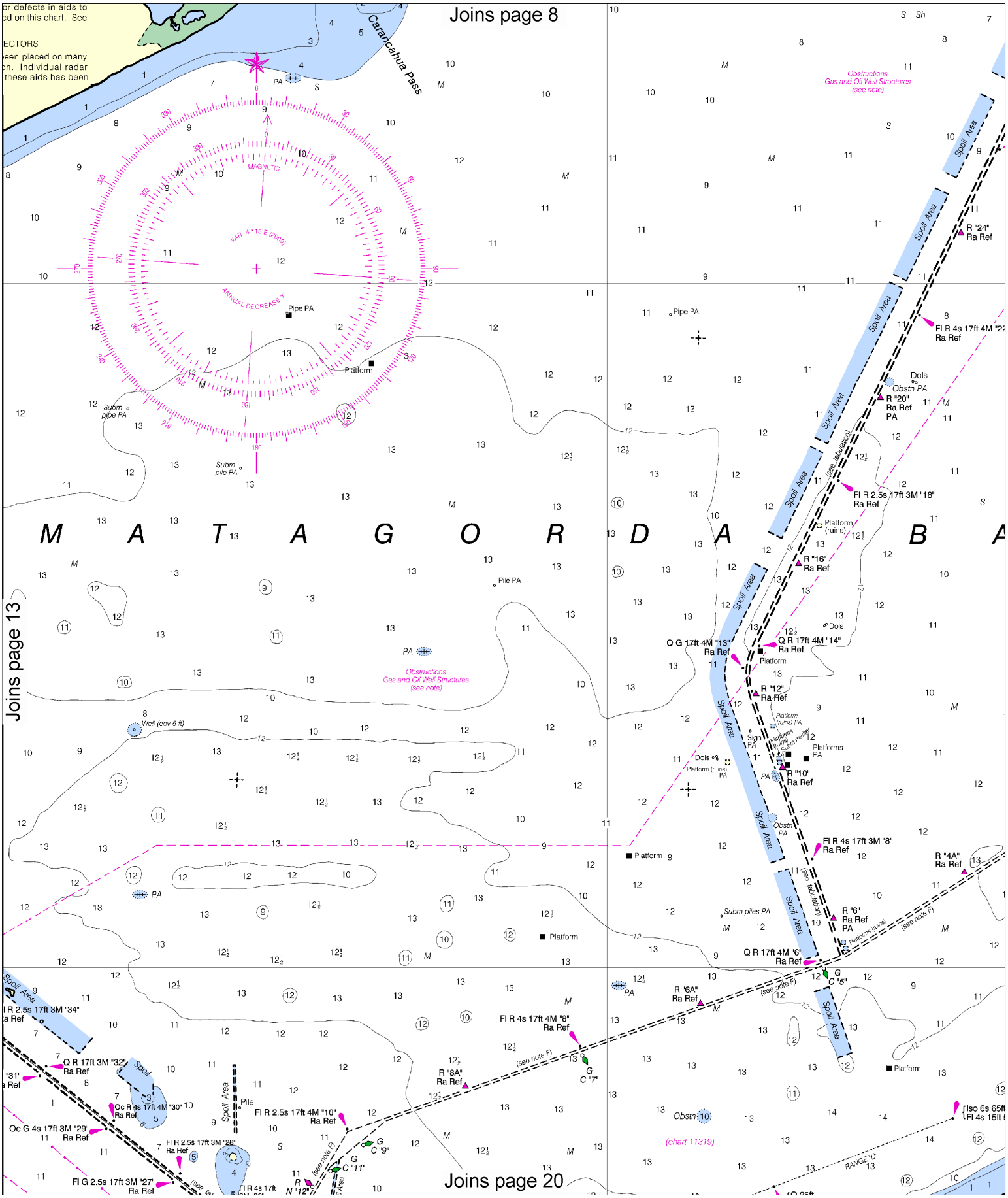
Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.


Joins page 7
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
Caranchua Pass
Marsh
Pipe rep
MAGNETIC
VAR 4°15'E (2009)
ANNUAL DECREASE 7'
Pipe PA
Platform
Subm pipe PA
Subm pile PA
M A T A G O R D A
Pile PA
Obstructions
Gas and Oil Well Structures
(see note)
Well (cov 6 ft)
Joins page 14
Q G 17ft 4M
Dols
Platform (ruins) PA
Platform
Spoil Area
Oc R 4s 17ft 4M "40" Ra Ref
MATAGORDA SHIP CHANNEL
Q R 17ft 3M "38" Ra Ref
Q G 17ft 3M "37" Ra Ref
Fl R 4s 17ft 3M "36" Ra Ref
Fl G 4s 17ft 4M "35" Ra Ref
Fl R 2.5s 17ft 3M "34" Ra Ref
Fl G 2.5s 17ft 3M "33" Ra Ref
Q R 17ft 3M "32" Ra Ref
Q G 17ft 3M "31" Ra Ref
Oc R 4s 17ft 4M "30" Ra Ref
Oc G 4s 17ft 3M "29" Ra Ref
Fl R 2.5s 17ft 3M "28" Ra Ref
Fl G 2.5s 17ft 3M "27" Ra Ref
Fl R 2.5s 17ft 4M "10" Ra Ref
Fl R 4s 17ft 4M "8" Ra Ref
R "8A" Ra Ref
R "6A" Ra Ref
G C "7"
G C "9"
G C "11"
(see note F)
Pile
Pipeline Area
Broad Bayou
(1 ft rep 1982)
Obstn
(chart 11319)
Joins page 19



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:50,000~~

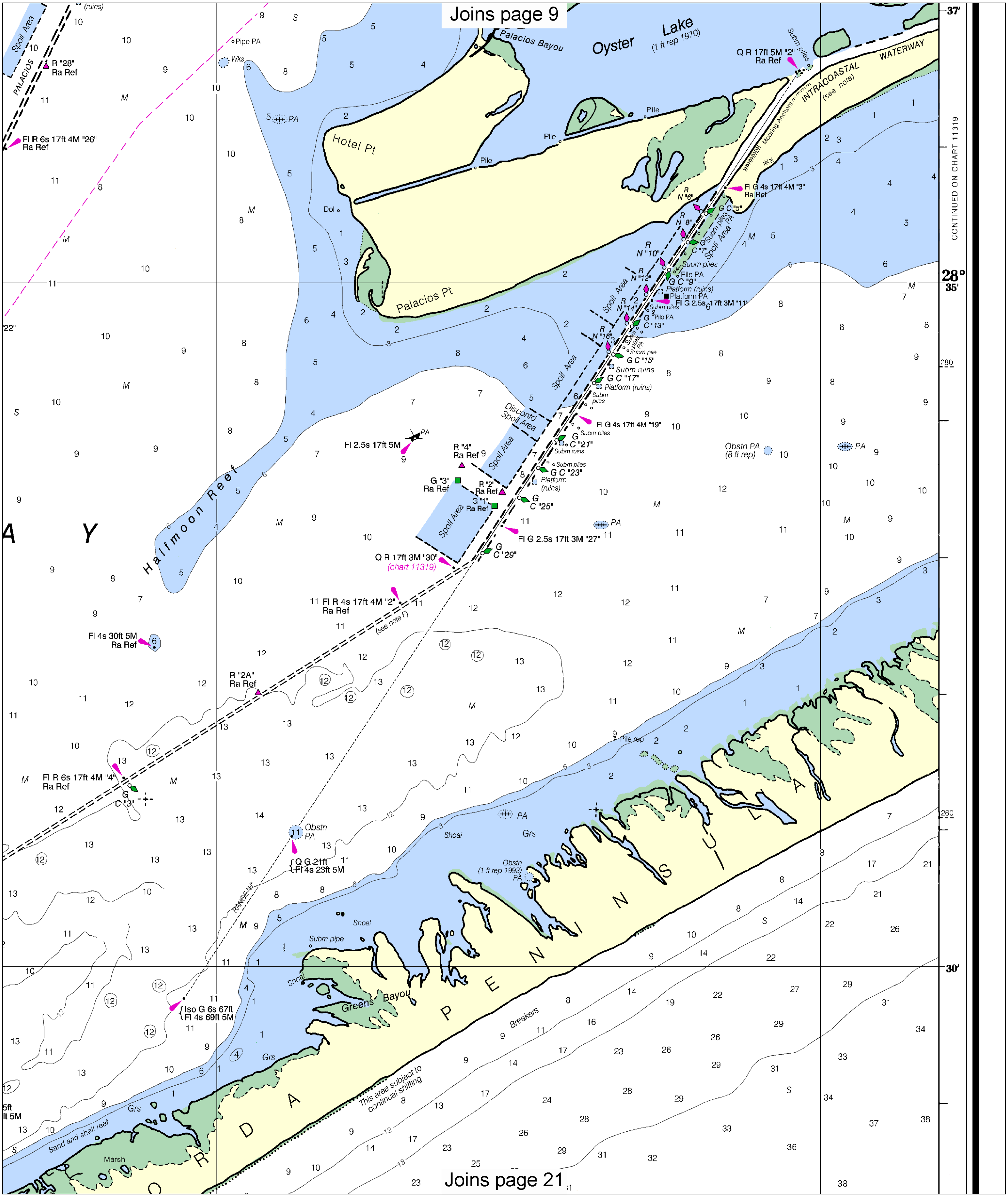
Nautical Miles

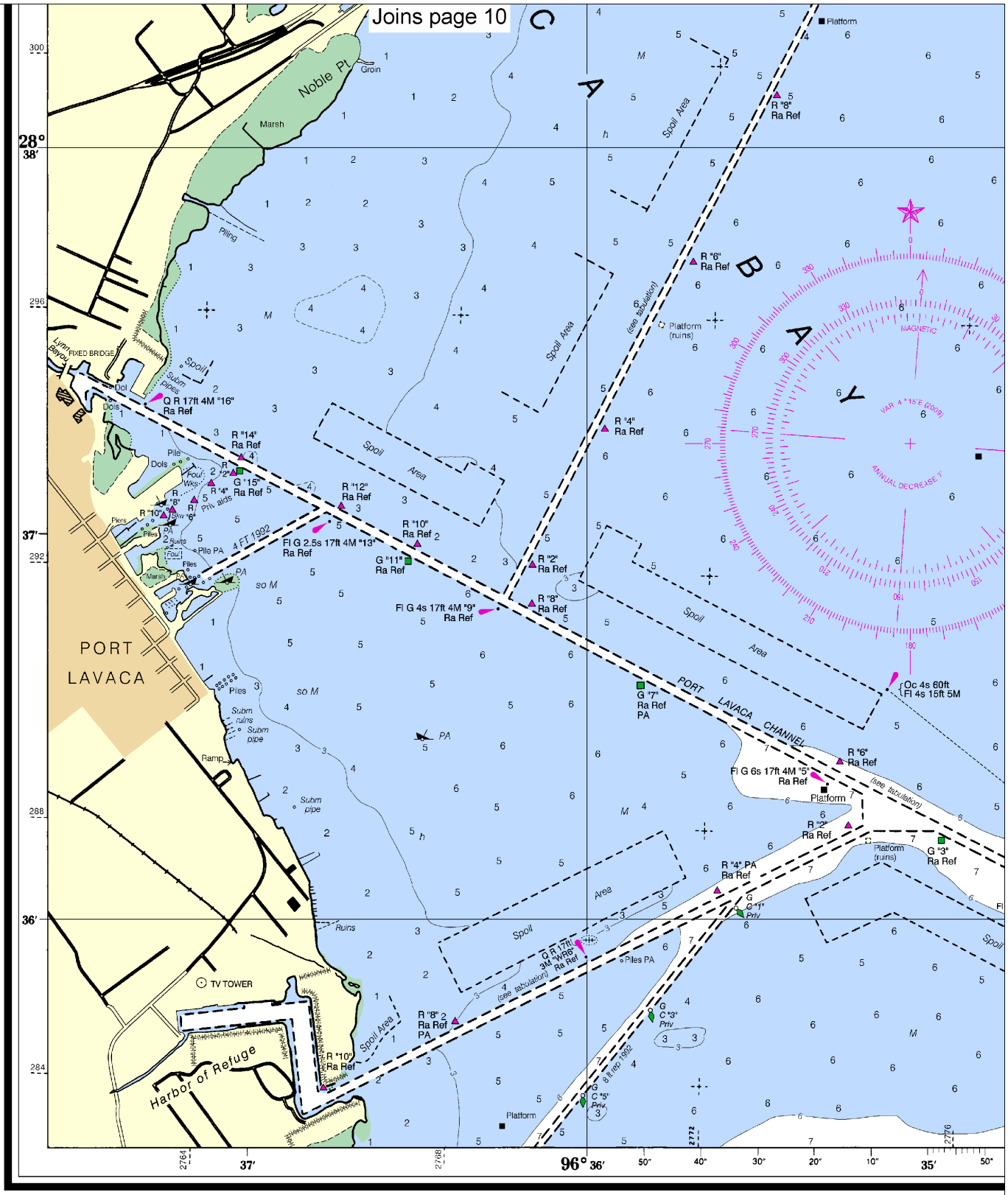
1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.


Joins page 9
Oyster Lake
(1 ft rep 1970)
Palacios Bayou
Hotel Pt
Palacios Pt
Halfmoon Reef
Spoil Area
PALACIOS
R "28"
Ra Ref
Fl R 6s 17ft 4M "26"
Ra Ref
Pipe PA
Wks
Pile
Dol
Q R 17ft 5M "2"
Ra Ref
Subm piles
INTRACOASTAL WATERWAY
(see note)
Fl G 4s 17ft 4M "3"
Ra Ref
G C "5"
G C "7"
G C "9"
Platform (ruins)
Platform PA
Fl G 2.5s 17ft 3M "11"
G C "13"
G C "15"
G C "17"
Platform (ruins)
Subm ruins
Fl G 4s 17ft 4M "19"
G C "21"
G C "23"
G C "25"
Fl G 2.5s 17ft 3M "27"
G C "29"
Q R 17ft 3M "30"
(chart 11319)
Discontd Spoil Area
Fl 2.5s 17ft 5M
R "4"
Ra Ref
G "3"
Ra Ref
R "2"
Ra Ref
G "1"
Ra Ref
Obstn PA
(8 ft rep)
Fl R 4s 17ft 4M "2"
Ra Ref
(see note F)
Fl 4s 30ft 5M
Ra Ref
R "2A"
Ra Ref
Fl R 6s 17ft 4M "4"
Ra Ref
G C "3"
Pile rep
Obstn PA
Q G 21ft
Fl 4s 23ft 5M
RANGE "F"
Shoal
Grs
Obstn
(1 ft rep 1993)
PA
Subm pipe
Greens Bayou
Iso G 6s 67ft
Fl 4s 69ft 5M
Sand and shell reef
Marsh
MATAGORDA PENINSULA
Breakers
This area subject to continual shifting
CONTINUED ON CHART 11319
28°
35′
37′
30′
Joins page 21



32nd Ed., Mar/09 ■ Corrected through NM Mar. 21/09
Corrected through LNM Mar. 10/09

11317

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

1
To fin
right r

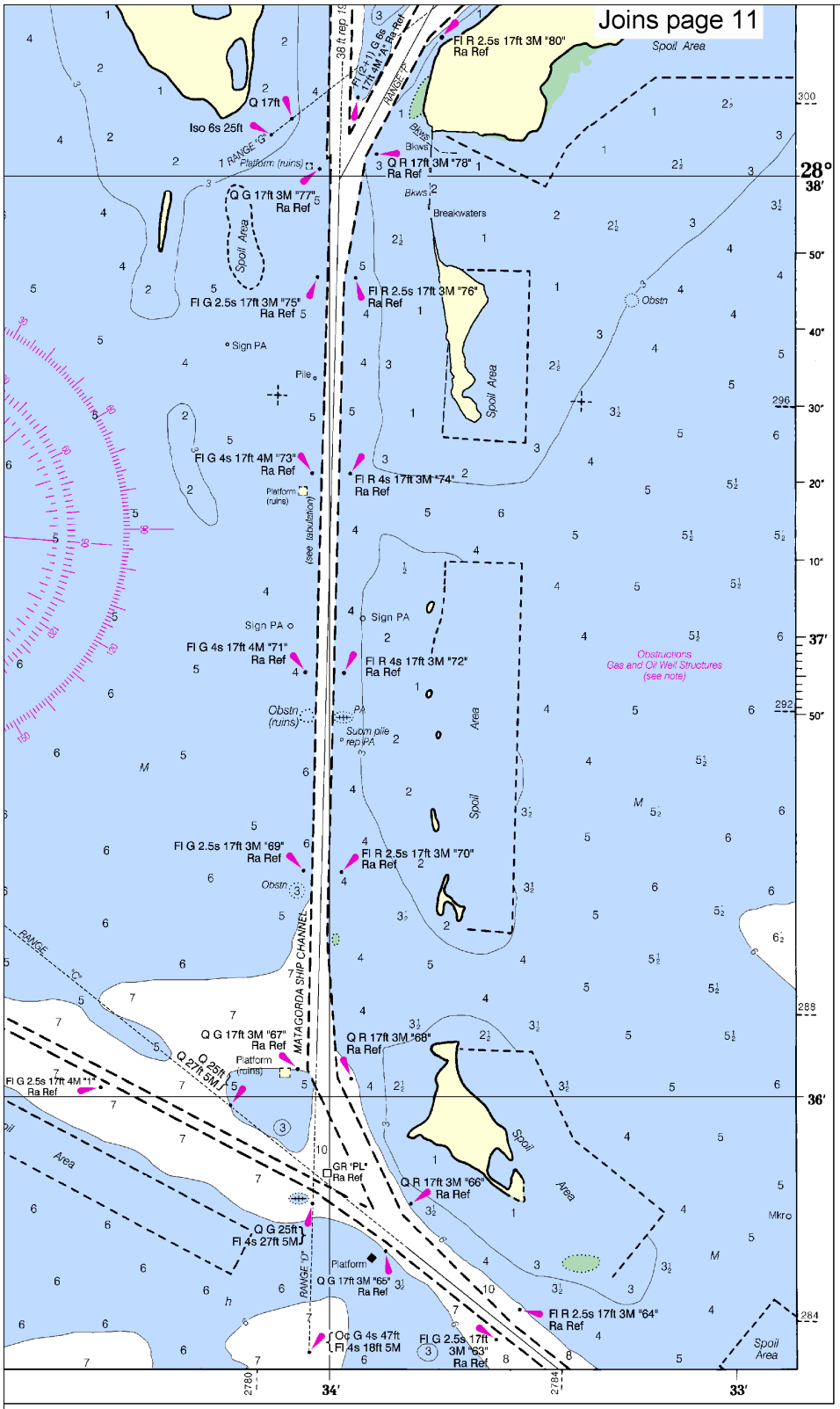
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles
1 0 1 2 3 4

Yards
1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.



NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVE
SEA BAR AND JETTY CHANNEL	38.0	39.5	39.5	39.7	5-12
MATAGORDA PENINSULA TO LT 48	30.0	35.0	34.6	30.0	9-12
LIGHT 48 TO ALCOA CHANNEL	30.0	33.6	30.3	29.3	9-12
ALCOA CHANNEL					
TO TURNING BASIN	32.0	33.9	31.5	29.6	9-12
POINT COMFORT TURNING BASIN	37.5	35.0	34.5	36.0	9-12

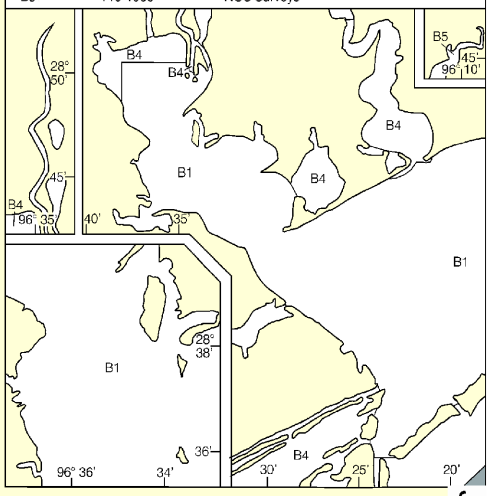
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFO

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hyd survey information that has been evaluated for charting. Surveys banded in this diagram by date and type of survey. Channels r by the U.S. Army Corps of Engineers are periodically resurveye not shown on this diagram. Refer to Chapter 1, United States C

SOURCE

A	1990-2002	NOS Surveys
B1	1990-1992	NOS Surveys
B4	1900-1939	NOS Surveys
B5	Pre-1900	NOS Surveys



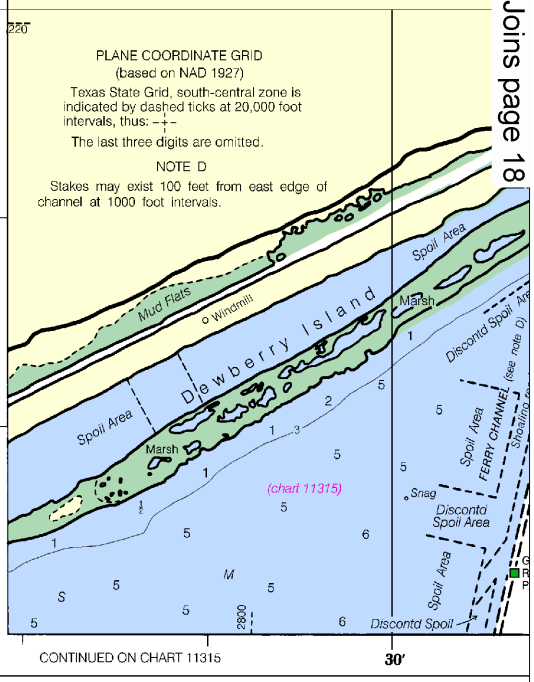
PLANE COORDINATE GRID
(based on NAD 1927)

Texas State Grid, south-central zone is indicated by dashed ticks at 20,000 foot intervals, thus: -+-

The last three digits are omitted.

NOTE D

Stakes may exist 100 feet from east edge of channel at 1000 foot intervals.



LOGARITHMIC SPEED SCALE

2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place t point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SOUNDINGS IN FEET

NA

Joins page 12

	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
SEA BAR AND JETTY CHANNEL	38.0	39.5	39.5	39.7	5-12	300	3.69	38
MATAGORDA PENINSULA TO LT 48	30.0	35.0	34.6	30.0	9-12	300-200	12.47	36
LIGHT 48 TO ALCOA CHANNEL	30.0	33.6	30.3	29.3	9-12	200	5.54	36
ALCOA CHANNEL TO TURNING BASIN	32.0	33.9	31.5	29.6	9-12	200-399	1.13	36
POINT COMFORT TURNING BASIN	37.5	35.0	34.5	36.0	9-12	1000	0.19	36

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990-2002	NOS Surveys	full bottom coverage
B1	1990-1992	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

PLANE COORDINATE GRID
(based on NAD 1927)

Texas State Grid, south-central zone is indicated by dashed ticks at 20,000 foot intervals, thus: -+-

The last three digits are omitted.

NOTE D

Stakes may exist 100 feet from east edge of channel at 1000 foot intervals.

Joins page 17

CONTINUED ON CHART 11315

SPEED SCALE

8 9 10 15 20 25 30 40 50 60

and the other on minutes run. Without changing divider spread, place
ample: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRAT
NATIONAL OCEAN SERVICE
COAST SURVEY

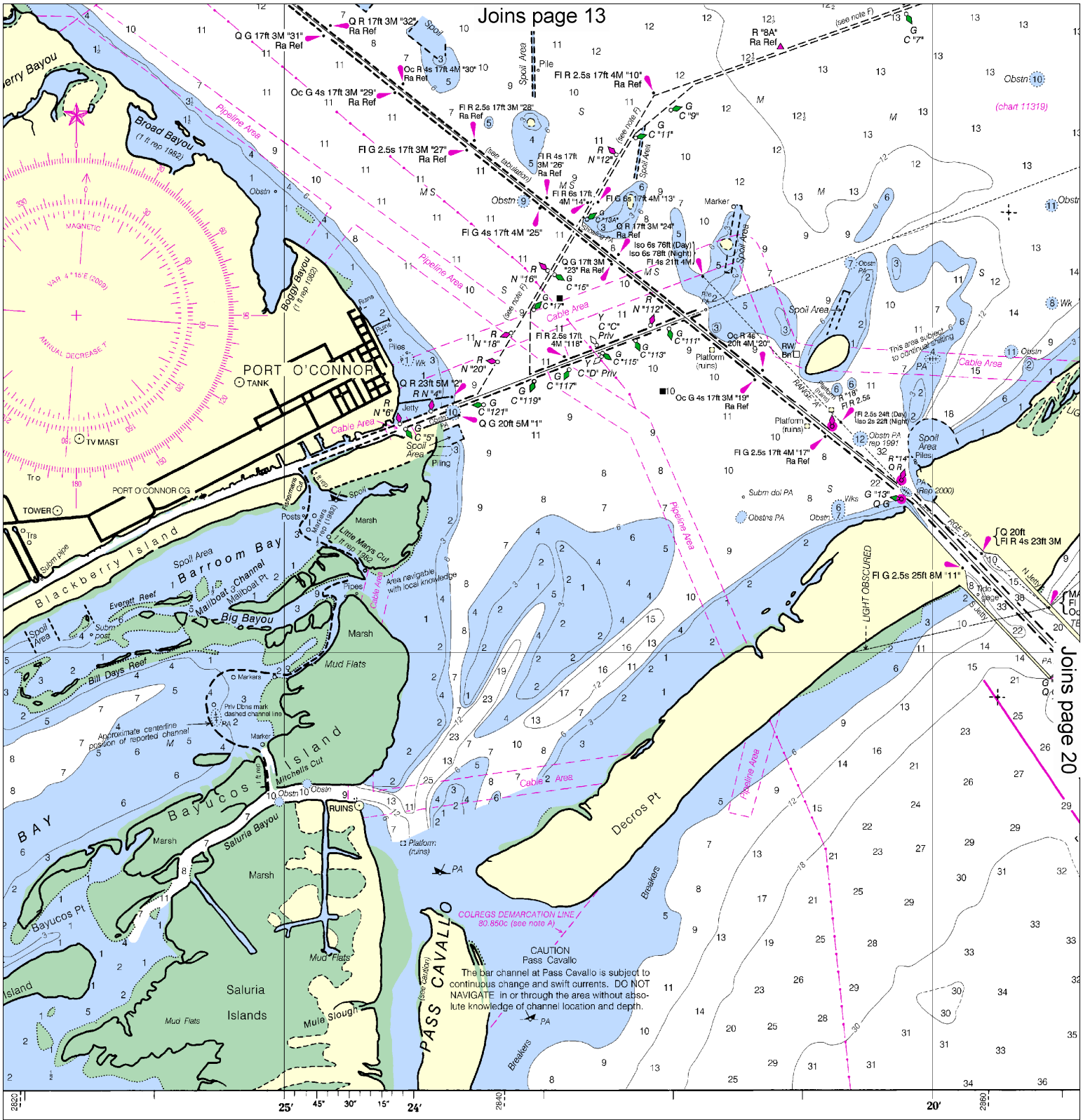
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.



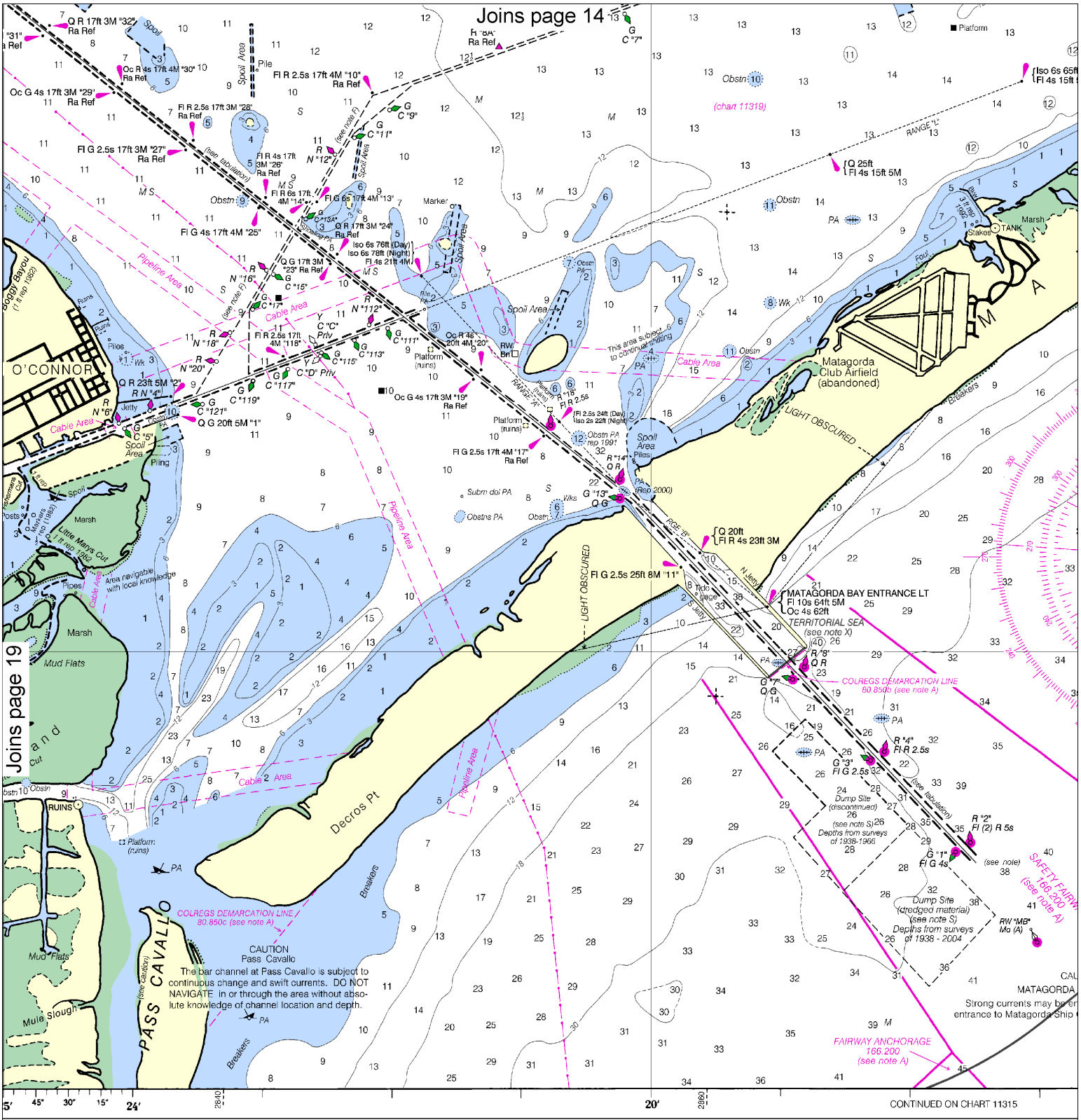
PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

ATION

1 ½ 0 1

1000 0 1000 2



PRINT-ON-DEMAND CHARTS

chart is available in a version updated weekly by NOAA for Notices to Mariners and critical
s. Charts are printed when ordered using Print-on-Demand technology. New Editions are
5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about
Demand charts.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:50,000~~

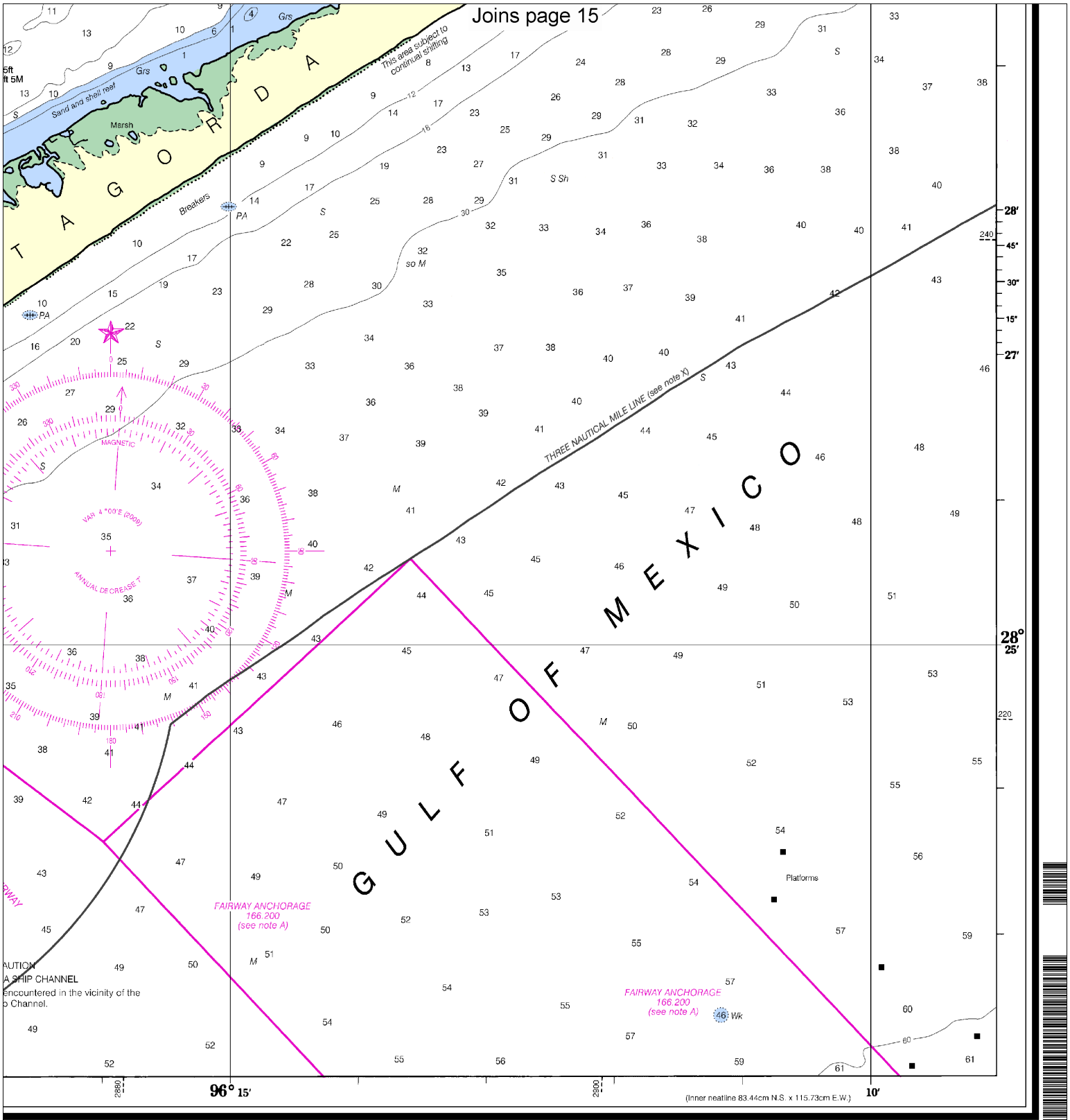
Nautical Miles

1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.



FATHOMS / FEET / METERS

Matagorda Bay

SOUNDINGS IN FEET - SCALE 1:50,000

11317

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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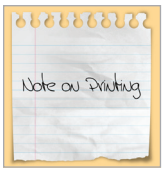

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